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CENTRAL INTELLIGENCE AGENCY

25X1

INFORMATION REPORT

COUNTRY Bulgaria

SUBJECT Entrance and Departure Procedures/Hydrographic Information/Harbor Facilities and Installations

REPORT

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1. Brief: This report deals primarily with changes made [] to hydrographic chart, "Burghaz Bay", []. Also included are general comments regarding entrance and departure procedure at Burgas Harbor, harbor facilities, military installations, foreign merchant vessels noted, and comments on conditions ashore. Considerable changes were noted by source at Burgas and are indicated in red on the chart.

2. Entrance and Departure Procedure:

[] On the initial 25X1 voyage of the vessel in January from Odessa, her cargo, then fruit, was consigned 25X1 for discharge at Varna, Bulgaria. However, while awaiting a pilot off Cape Kaliakra, the vessel was diverted from Varna to Burgas. Source commented that 25X1 to his knowledge [] only Soviet or Soviet Bloc ships, were allowed to call at Varna, and that he had probably been diverted for this reason. On each occasion after docking the vessel was thoroughly searched by customs and sanitation officials. These inspections lasted approximately two hours. All cameras, binoculars and firearms were locked up in the ship's radio room. It was noted that the sanitation officials were generally women. Upon each departure from Burgas the vessel received a similar thorough customs inspection. Source stated that all small craft entering the harbor were required to approach within voice distance of the customs house near Berth 1 and report their arrival to harbor authorities.

3. Burgas Harbor Hydrographic Information: Two new buoys are located in Burgas Harbor in the approximate positions marked on the chart. These buoys are approximately 150 meters apart and 100 meters distant from shore. Water depth in the vicinity of these buoys was reported to be between 23 and 25 feet, and according to source,

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this is the only maneuverable area in the harbor. There are no tugs at Burgas Harbor, and these buoys are used for maneuvering by merchant vessels departing the harbor. Lines are secured to one of the buoys and the vessel pulls itself free of the dock. Source stated that the three buoys shown on the chart were non-existent.

4. Harbor Facilities:

- a. Berthing Accommodations: Burgas Harbor provides berthing accommodations for five vessels along an L-shaped stone quay. The berths, numbered 1 through 5, have been marked on the chart. Berth #4 is utilized for loading zinc ore. The seaward end of Berth #5 has been rounded off in order to aid a vessel docked at berth #5 in backing around to starboard upon departure from the berth. Steps lead down from the pier to the water at the seaward end of berth #5. West of berth #1 a small boat harbor is presently under construction, as marked on the chart. At the southern end of this area is a stone pier, also marked on the chart. West of this stone pier and almost completely encircled by the breakwater is a small fishing boat harbor. In the area formed by the bend is a naval berthing area also marked on the chart.
- b. Breakwaters: The breakwater has been widened to approximately 15 to 20 feet at the widest part. (It should be noted here that the proportions of the markings made by source on the chart are not drawn to scale.) Source believed that the breakwater was wide enough in all portions for a car to be driven on it. Fueling facilities are available at the inboard side of the end of this breakwater. At least two fueling pipes were noted. Source commented that about one thousand tons of fuel could be loaded in one day.
- c. Harbor, Warehouses and Buildings: Source stated that a wooden shed-type warehouse is located at Berth #5, and that stone warehouses are located at berths #1, 2 and 3. The warehouse at berth #3 was described as being two stories high, the others as being one story. Source stated that a two-story brick-type building which appeared to house Bulgarian marine personnel, is located on the breakwater by the naval berthing area, approximately as marked on the chart. The locations of the customhouse and harbor office are marked as shown on the chart.
- d. Cranes: Burgas has a total of four cranes, according to source. Two three-ton mobile cranes are located by berths #1, 2 and 3. The farthest eastward travel of these cranes is as marked on the chart. Two five-ton mobile cranes are located by berths #5 and 4.
- e. New Construction: As mentioned in paragraph a., a small boat harbor is presently under construction west of berth #1. A stone quay is being built along the shoreline of this harbor. No other construction activities were noted by source during his visits to Burgas. However, it is believed that the naval berthing area, small boat fishing harbor and the stone quay have apparently all been built since the latest corrections to British Admiralty Chart #2399.
- f. Harbor Entrances: The entrance to Burgas Harbor is closed nightly by means of a floating barrier which source described as cylindrical metal balls attached to a line. The eastern end of this line is permanently fastened to the breakwater; the western end being free. During daylight hours this barrier is pulled back against the wooden breakwater outside the harbor and is towed into position each night by a small boat. Source commented that until late 1952 the barrier had been kept during the daylight hours against the eastern breakwater but inside the harbor area. However, since it reduced harbor efficiency, it is now pulled to a position outside the harbor when not in use.
- 5. Harbor Officials and Workers: Source stated that the harbor officials at Burgas were all Bulgarians. He commented that on each of his visits to Burgas over an eight-month period, he had met the same officials. The only Soviet personnel noted in the harbor area were the longshoremen who were loading zinc ore at berth #4. Only Soviet personnel were used in loading ore and all ore cargoes were loaded aboard Soviet or Soviet Bloc vessels destined for Soviet ports of discharge.

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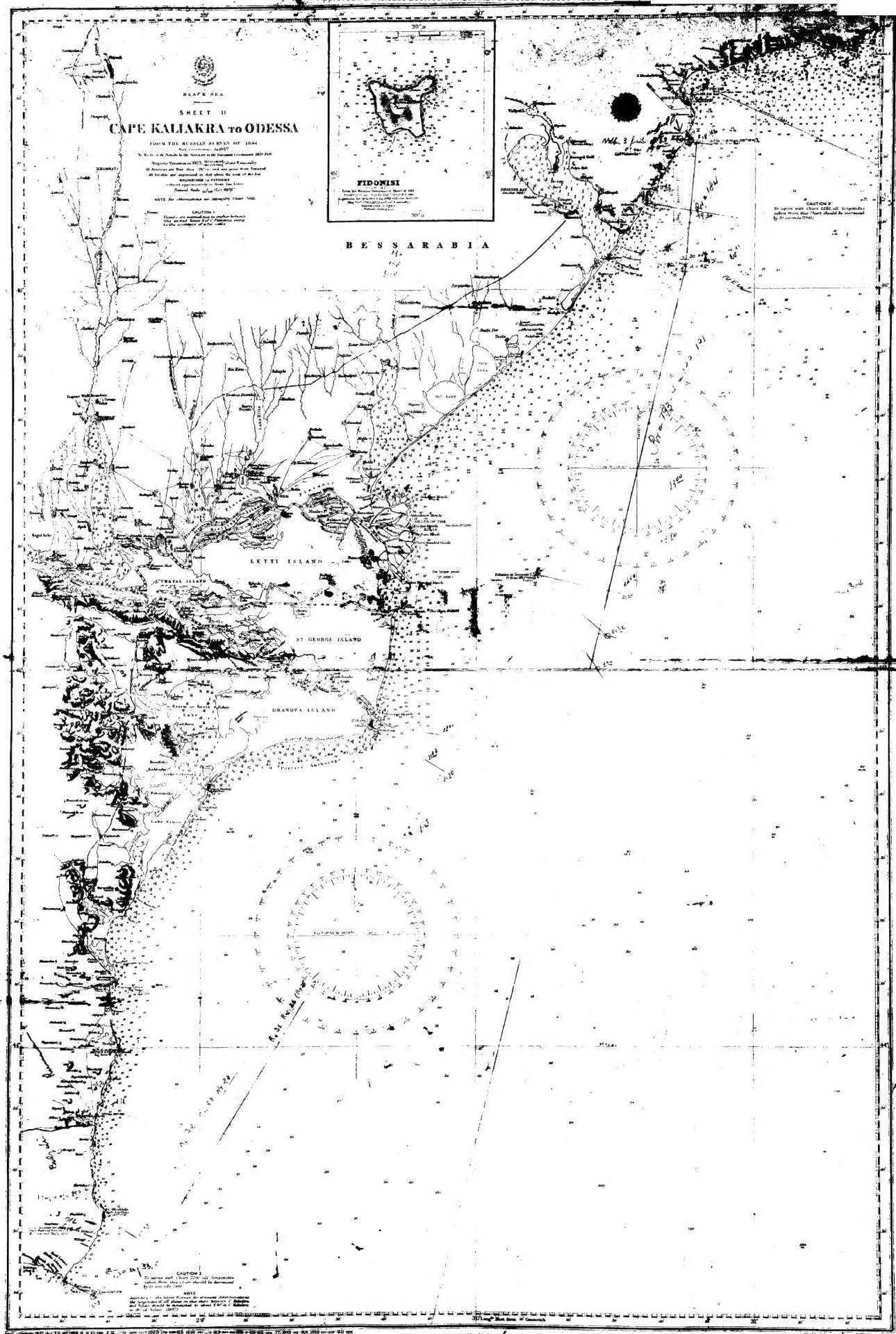
7. Cargoes: According to source most of the cargo offloaded by vessels calling at Burgas appeared to consist of general cargo. Cargoes loaded aboard ships at Burgas included zinc ore, maize, tobacco, plywood and marmalade. Source stated [redacted]. All the Soviet ships and 25X1 the one Armenian ship loaded zinc ore. Loading and unloading operations at Burgas were conducted on a 24-hour a day basis with longshoremen working in three eight-hour shifts.
8. Naval Activities Noted at Burgas: No Soviet naval vessels were observed by source in Burgas Harbor. However, three or four small (300 to 400 ton) Bulgarian naval vessels were seen tied up in the naval berthing area. No signs of a submarine base were noted in the Burgas Harbor area.
9. Military Installations, Fortifications and Personnel: Other than the two-story Bulgarian marine barracks mentioned previously in paragraph 4 c, no military fortifications or installations of any kind were noted by source. No coastal defense, anti-aircraft batteries, sonar, radar, lookout posts, submarine nets, or other defense installations were observed. No Bulgarian or Soviet naval personnel were seen in the city of Burgas but many uniformed Bulgarian Army personnel were in evidence.
10. Attitude of Civilians in Burgas: The people of Burgas were far friendlier to foreign merchant ship personnel than were those of Odessa. Source described the people of Burgas as being in general pro-Western in their attitude and European in their outlook as opposed to the populace of Odessa which had been unfriendly in their attitude and Asiatic in their outlook. Source estimated that over 50% of the people of Burgas could be classed as pro-Western. Many hours of pleasant conversations were held by source with Burgas port officials. Foreign merchant ship personnel were not allowed to leave the city limits of Burgas unaccompanied by guides but no restrictions were imposed on sightseeing or shopping visits within the city limits. In Burgas, crew members were readily able to find feminine company ashore. Source reported that three crewmen had contracted gonorrhea at Burgas.
11. Transportation: Source reported that there appeared to be no significant changes in the railway lines as shown on the chart. Transportation within Burgas was furnished by passenger busses, the total number of which was estimated by source at ten. These busses were believed to be about three tons in weight and could accommodate thirty passengers.

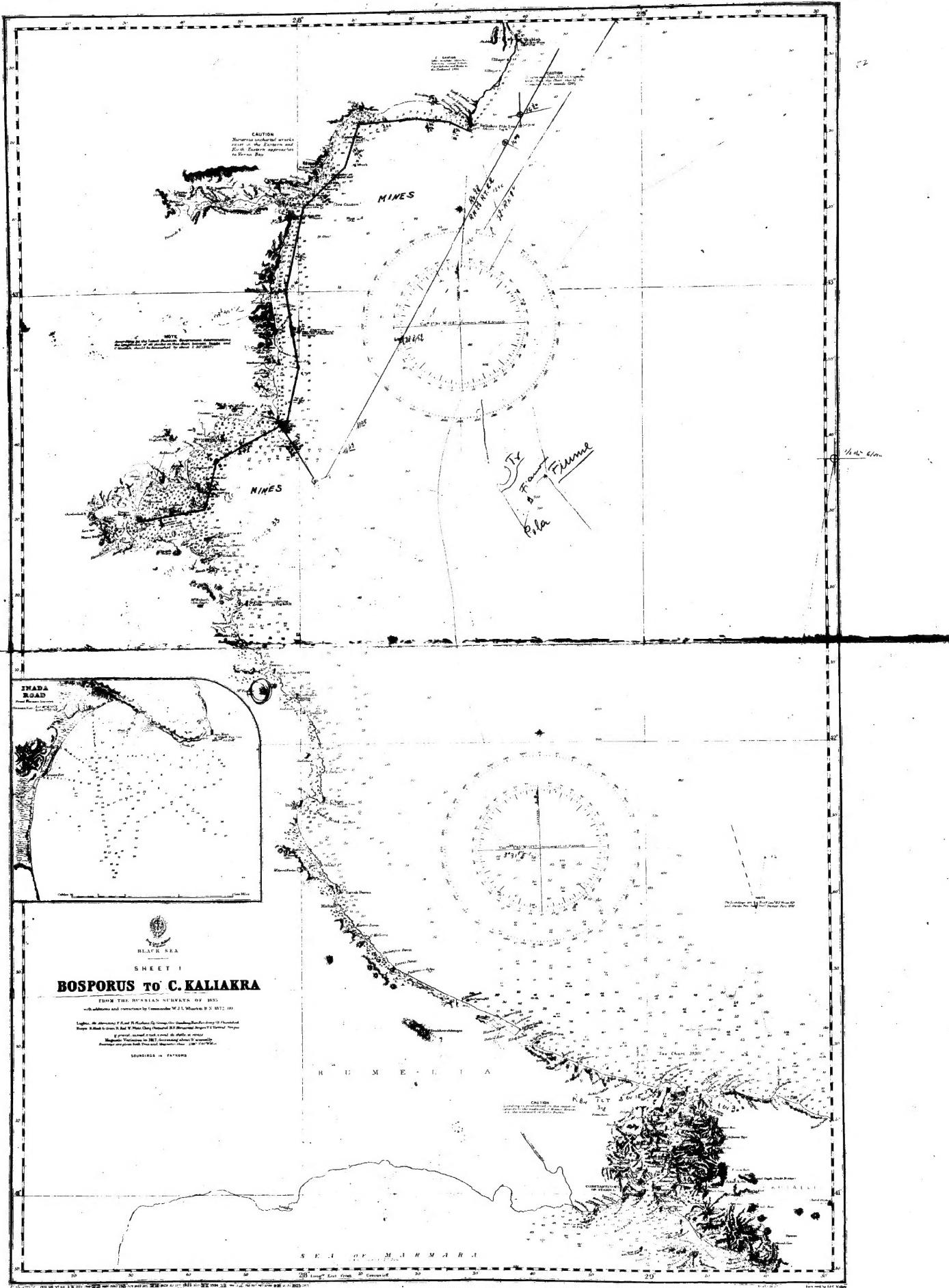
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BURGHAZ BAY

From a Survey made under the direction of Sir Charles Hartley, C.E. 1869.

Lighthouse Lat. 22°22'30" N. Long. 27°21'00" E.

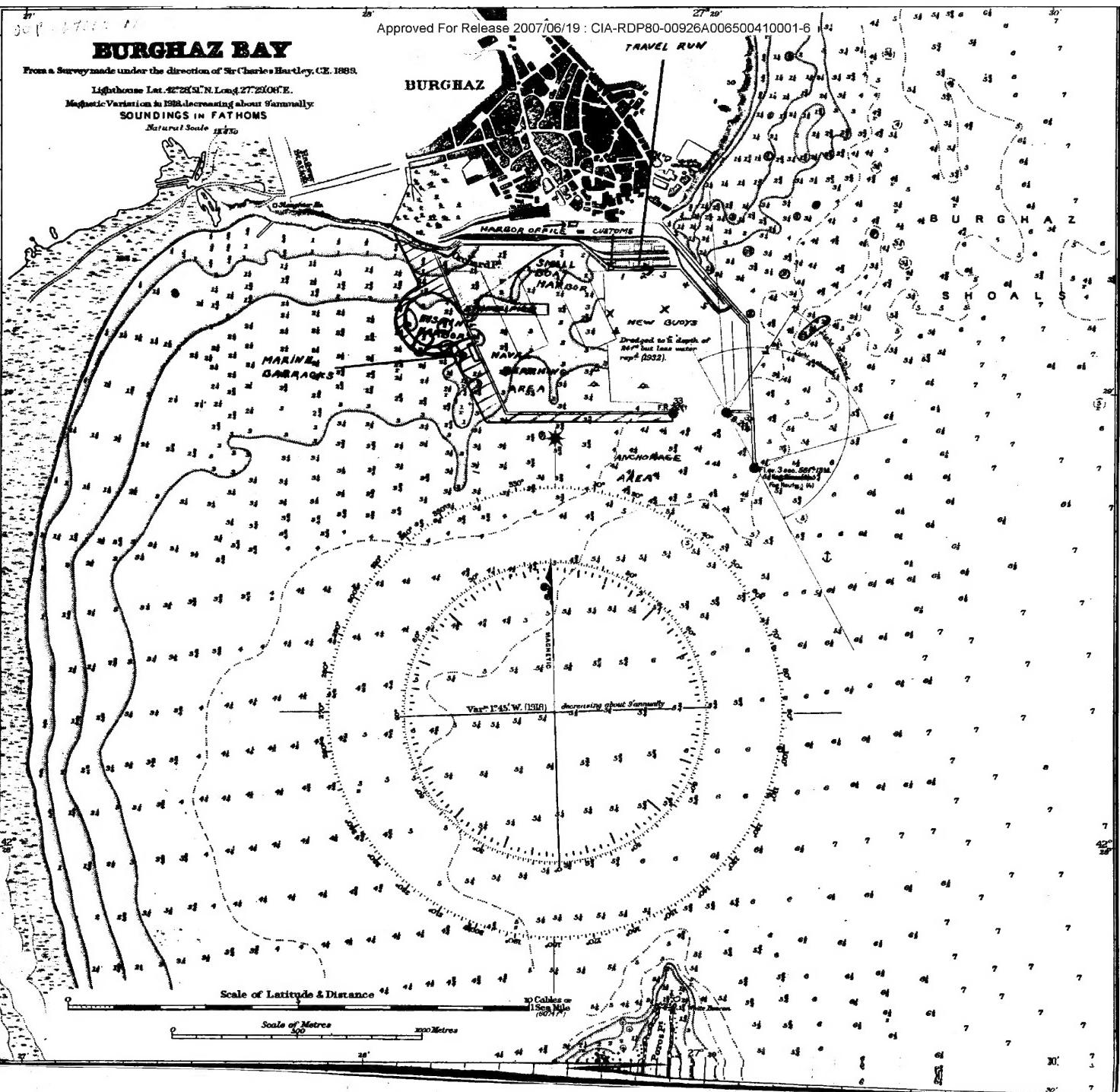
Magnetic Variation is 19°E decreasing about annually.

SOUNDINGS IN FATHOMS

Natural Scale 1:2500

BURGHAZ

TRAVEL RUN



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